

LYNCHBURG CITY COUNCIL

Agenda Item Summary

MEETING DATE: June 22, 2004 Work Session

AGENDA ITEM NO.: 2

CONSENT:

REGULAR: X

CLOSED SESSION:

(Confidential)

ACTION: X

INFORMATION: X

ITEM TITLE: Update Regarding Breezewood Drive Extension Project

RECOMMENDATION:

Consider information below and authorize staff to take two remaining roadway alignments under consideration to a public hearing tentatively scheduled for July 13, 2004 at the regular City Council meeting.

SUMMARY:

The purpose of this project is to improve traffic flow and increase safety at the intersection of Breezewood Drive and the Lynchburg Expressway. To accommodate this purpose, a new roadway will be constructed from the current location of Breezewood Drive to Lakeside Drive (Route 221) to form the fourth leg of the signalized intersection with Lakeside Drive and Jefferson Ridge Parkway. This improvement allows motorists going to or coming from the Breezewood Drive area to use the traffic signal at Lakeside Drive and Jefferson Ridge Parkway. Currently, Breezewood Drive only has a direct unsignalized access to the Lynchburg Expressway. After this project is complete, the current intersection with Breezewood Drive and the Expressway will be made right-in/right-out only, significantly improving safety and further achieving the goal of making the Expressway a limited access facility.

This project is a Virginia Department of Transportation Urban Project with the City paying a 2% share of all costs. The total cost for this project is \$2,020,000 with \$1,700,000 in construction and \$320,000 in right-of-way and engineering. Of the total \$2,020,000, \$1,979,600 is reimbursable with the City's share at \$40,400. City and VDOT staffs are also looking to improve the existing portion of Breezewood from the Expressway to the Stonemill apartment complex to the south as part of this project. This part of Breezewood is an old county road and is in need of improvement due to the narrow width and the sub-standard horizontal and vertical alignments.

City staff proposed several different alignment options for this roadway extension to ensure that the best alignment was considered. The viable options presented by staff were narrowed to two different alternatives. Alternative 1 (see attachment) was the first alternative to be developed and was the only alternative shown to some of the major stakeholders about 4 to 5 years ago. Alternative 3 (see attachment) was a newer alternative presented to the stakeholders within the last year. Three public informational meetings were held within the last year with the stakeholders of this project to discuss the alternatives. At the last public meeting on July 31, 2003, City staff recommended Alternative 3 as the preferred alignment. This alternative was selected for several reasons including less impact to the small residential area to the north, less circuitous traffic route from the Expressway to Route 221, greater ability to control speeds on Breezewood with the implementation of stop signs, and more options to control queues that may develop from vehicles backing onto the Expressway.

Alternative 3 was presented at the last public informational meeting with almost all of the participants in agreement that it was the best option. Heritage Baptist Church was the only stakeholder to prefer Alternative 1 because it required less of their land and did not separate about 4 to 5 acres of land from their main campus tract. They also feel that Alternative 3 is not consistent with the Church's Master Plan (see attachment) submitted in 1999 as part of a Conditional Use Permit (CUP) that showed the road in a location that more closely matches Alternative 1 than Alternative 3. The same Plan does clearly state that the exact location of the road "Will be determined by the City Traffic Engineer". According to the CUP, the Church sanctuary is not to be expanded until the Breezewood Drive extension is constructed.

City staff would like to proceed to a public hearing regarding the two alternatives at a regular Council meeting on July 13, 2004. At that time, staff would like Council to decide which alternative to carry forward to design. The Virginia Department of Transportation is almost complete with the review of our Request for Proposals (RFP) to select a design consultant. Once we receive approval of the RFP, we will advertise the engineering design for this project. Once design of the selected alignment is complete, a final public hearing will be required. Presently, the schedule has construction starting on late summer 2006. Any delay in resolving the alignment issue will impact that schedule.

PRIOR ACTION(S):

November 14, 2000 – Council approved original budget of \$1,377,000 with \$1,347,000 reimbursable.
February 3, 2004 – Physical Development Committee- Informational Purposes

FISCAL IMPACT:

Using revised cost estimates from the Virginia Department of Transportation (VDOT), the new costs for this project are approximately \$2,020,000 with \$1,979,600 reimbursable for a local share of \$40,400. Additional local money will be required in the future and is included in the FY 2005 CIP.

CONTACT(S):

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ATTACHMENT(S):

Alternative 1
Alternative 3
Heritage Baptist Church Master Plan

REVIEWED BY: lkp